

## Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00  
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03 SS-15  
NSC-05 /053 W  
-----091754 210058Z /14

R 202139Z JAN 78

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 4606

INFO AMEMBASSY LONDON

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E. O. 11652:N/A

TAGS: EAIR, FR

SUBJECT: CIVAIR-NATIONAL AIRLINES PARIS OPERATIONS.

REF: STATE 012251

SUMMARY: SHOULD NATIONAL WISH TO PURSUE CDG QUESTION IN IMMEDIATE FUTURE, WE RECOMMEND COMPANY LETTER TO DGAC FOLLOWED BY EMBASSY INTERVENTION IF RESPONSE NOT FAVORABLE. GIVEN CONGESTION PROBLEM CDG AND FACT THAT SEVERAL OTHER AIRLINES - INCLUDING PROBABLY PAN AM - ARE REQUIRED OPERATE FROM ORLY WE ARE NOT CONFIDENT DGAC WILL RESPOND FAVORABLY TO CARRIER OR EMBASSY. IT MAY BE MORE FRUITFUL FOR NATIONAL TO PUT EMPHASIS ON SECURING CDG RIGHTS WHEN SECOND TERMINAL OPENS, PERHAPS IN 1981. END SUMMARY

1. CAA TOUCHED BASE JANUARY 18 WITH REBOURS (NATIONAL AIRLINES DIRECTOR FOR FRANCE) WHO REVIEWED HISTORY OF REQUESTS FOR CDG AUTHORIZATION. REBOURS SAID: (A) ESPEROU (DIRECTOR OF ECONOMIC AND INTERNATIONAL SERVICES AT DGACH) WAS KEY PERSON ON THIS ISSUE, (B) NATIONAL'S VP FOR TRANSPORTATION SERVICES BROCK HAD

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UNSUCCESSFULLY DISCUSSED CDG ISSUE WITH ESPEROU IN SPRING AND FALL 1977.

(C) FRENCH POSITION THAT CDG WAS SATURATED, ESPECIALLY IN MORNING HOURS WHEN NATIONAL BRINGS IN MIAMI FLIGHT, APPEARED REASONABLE; (D) HIS PRESENT INFORMATION WAS THAT NEW NATIONAL SERVICES FROM NEW ORLEANS AND TAMPA WERE NOT BEING PLANNED TO INCLUDE PARIS IN THE SHORT

TERM, BUT WOULD INITIALLY GO ONLY TO AMSTERDAM AND/OR FRANKFURT; (E) AIR INDIA, IRAN AIR, PAKISTAN INTERNATIONAL, AND AERO MEXICO ALL OPERATED ON THE NORTH ATLANTIC FROM ORLY AND MANY OF THEM ALSO WANT TO SWITCH TO CDG, WHICH POSES PROBLEMS FOR THE FRENCH.

2. REBOURS ADDED THAT HE UNDERSTOOD PANAM HAD BEEN TOLD THAT IF IT RESUMED SCHEDULED SERVICE TO PARIS OPERATIONS WOULD HAVE TO BE AT ORLY, BUT HE DID NOT KNOW IF PANAM WOULD RESIST THIS. IN SEPARATE CONVERSATION PANAM DIRECTOR FOR FRANCE COMMEAU CONFIRMED REBOURS' INFORMATION. HE STATED THAT PANAM PRESENTLY PLANS RESUME SERVICE ABOUT JUNE 15 ON LOS ANGELES-LONDON-PARIS ROUTE AND POSSIBLY ADD NEW YORK-PARIS ROUTE SUMMER OF 1979. FOR PAST SEVERAL YEARS PANAM'S PARIS OPERATIONS HAVE BEEN CHARTERS AND UTILIZE ORLY. DGAC HAS TOLD IT TO REMAIN AT ORLY WITH NEW SCHEDULED SERVICE BUT HAS GIVEN WRITTEN COMMITMENT THAT IT CAN MOVE TO CDG IN 1981 WHEN NEW TERMINAL SCHEDULED FOR COMPLETION. COMMEAU SAID THAT WAS A PREFERABLE INTERIM ARRANGEMENT IN VIEW OF CONGESTION AT CDG WHICH WOULD REQUIRE USING BUSSES TO HANDLE PASSENGERS TO/FROM AIRCRAFT PARKED AWAY FROM SATELLITES. HE WAS ALSO CONFIDENT NEW TERMINAL WOULD BE COMPLETED BY 1981.

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3. COMMENT:

ALTHOUGH REBOURS BELIEVES TECHNICAL CHANNELS HAVE BEEN EXHAUSTED AND THAT EMBASSY SHOULD PUSH CDG QUESTION AT POLITICAL LEVEL, WE ARE NOT PRESENTLY CONVINCED THIS IS THE CASE. IT IS AFTER ALL FOUR MONTHS SINCE NATIONAL MADE ITS LAST PITCH AND THAT WAS INFORMAL, ACCORDING TO REBOURS. WE THINK NATIONAL SHOULD MAKE ANOTHER DIRECT EFFORT AND THAT EMBASSY SUPPORT SHOULD AWAIT ITS OUTCOME. WE ALSO THINK NATIONAL SHOULD CONSIDER PUTTING ITS EMPHASIS ON GETTING CDG AUTHORIZATION AT TIME NEW TERMINAL IS

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READY. AFTER ALL, PANAM APPEARS CONVINCED THAT GIVEN  
THE CONGESTION AT CDG NOW, ORLY IS AN ACCEPTABLE LOCATION  
SINCE BUSSES DO NOT HAVE TO BE USED. WE RECOGNIZE  
HOWEVER, THAT PANAM'S CONNECTIONS REQUIREMENTS MAY  
DIFFER FROM NATIONAL'S.

4. RECOMMENDATION: SHOULD NATIONAL WISH TO ATTEMPT  
MORE IMMEDIATE MOVE, EMBASSY CONCURS THAT ESPEROU  
IS THE KEY GOF OFFICIAL AND SUGGESTS NATIONAL WRITE  
HIM ITS ARGUMENTS FOR CDG AUTHORIZATION AND REQUEST  
RECONSIDERATION OF THE SITUATION. IT MIGHT BE  
HELPFUL IF THIS SUBMISSION WERE PRESENTED PERSONALLY  
BY A HIGH-LEVEL CORPORATE OFFICER WHO WOULD COME TO  
PARIS FOR THAT PURPOSE. EVEN SO, WE ARE NOT SANGUINE  
A FAVORABLE RECONSIDERATION WILL RESULT; BUT THERE  
MAY BE NEW FACTORS IN THE ORLY-CDG RELATIONSHIP OF  
WHICH EMBASSY IS NOT PRESENTLY AWARE.

5. IF CDG AUTHORIZATION IS DENIED AGAIN AND DEPARTMENT  
DISAGREES WITH REASONS GIVEN WE BELIEVE THE EMBASSY  
SHOULD THEN BE INSTRUCTED TO DISCUSS ISSUE WITH ESPEROU  
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(AND PERHAPS SUBMIT FORMAL STATEMENT OF USG  
VIEWS). INSTRUCTION SHOULD EMPHASIZE LEGAL RIGHTS  
WE BELIEVE NATIONAL MAY HAVE. IN THIS CONNECTION  
DEPARTMENT SHOULD REVIEW PARA 7 OF PARIS 11612  
(20 APRIL 1977) WHICH COMMENTED UPON TALKING POINTS  
TRANSMITTED STATE 78672. TO BE MOST EFFECTIVE USG  
VIEWS SHOULD PROBABLY REST ON ARGUMENT OF DISCRIMINA-  
TION, BUT THIS MAY NOT BE FULLY EFFECTIVE IN VIEW

OF FACT THAT SEVERAL OTHER TRANSATLANTIC CARRIERS  
ARE REQUIRED TO OPERATE TO US FROM ORLY, AND PANAM  
APPEARS WILLING TO DO THE SAME.

6. IT WOULD ALSO BE HELPFUL IF THE DEAPRTMENT COULD  
ASCERTAIN WHETHER AT ANY TIME IN THE PAST AIR FRANCE  
HAD PROBLEMS IN SEEKING TO OPERATE FROM A US AIRPORT  
OF ITS CHOICE AND HOW THAT QUESTION - IF ONE EXISTED -  
WAS RESOLVED. THERE MAY BE BROWNIE POINTS TO BE  
SCORED FROM ANY PAST ASSISTANCE THE USG PROVIDED  
AIR FRANCE IN AN ANALOGOUS SITUATION AS, GIVEN PRESENT  
EUROPEAN AND FRENCH CONCERNs ABOUT US AVIATION POLICY  
(CHARTERS AND FARES, IN PARTICULAR), IT IS DOUBTFUL  
IF THERE IS ANY GREAT RESERVOIR OF AVIATION GENEROSITY  
IN THE FRENCH MIND WE CAN APPEAL TO. BUT PROPER  
LEGAL ARGUMENTATION MIGHT DO THE TRICK.

HARTMAN

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## Message Attributes

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**Capture Date:** 01 jan 1994  
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**Current Classification:** UNCLASSIFIED  
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**Decaption Date:** 01 jan 1960  
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**Disposition Approved on Date:**  
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**Disposition Date:** 20 Mar 2014  
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